



## Ashland-Cannonsburg Interchange Reconstruction

### Project Summary

The reconstruction, and upgrade, of the I-64 and KY 180 interchange in Boyd County has been a Kentucky Transportation Cabinet priority for decades.

Early on, engineers recognized the need to upgrade the interchange to keep pace with increasing traffic volumes generated by the area's growth and economic development. By 2000, designers were sketching improved on- and off-ramps, widened bridges and more travel lanes.

Today, these new facilities help move traffic more efficiently while significantly enhancing the safety of the traveling public.

Improvements include an upgrade to a diamond-pattern interchange, which eliminated old "loop" ramps in favor of straight acceleration and deceleration lanes to and from the interstate. Motorists now enjoy better "sight distance," or ability to see ahead, when merging with traffic.

In addition, new traffic signals where exit ramps intersect KY 180 ensure safer turns. On KY 180, there are now a total of five lanes – including turn lanes – through the interchange.

### Fast Facts

 The Cannonsburg Interchange Project at I-64 and KY 180 included excavation for new on- and off-ramps, new overpasses, new pavement structures on both the interstate and KY 180, as well as new traffic signals. Its goal: Improve traffic-carrying ability and safety, and enhance future economic development.

 H.W. Lochner Inc. started design in 1999. Construction began in May 2006, with Bizzack Construction LLC as principal contractor. It cost \$37 million to build.

### Interesting Facts



To rebuild the interchange, about 2.44 million cubic yards of dirt and rock were excavated ...



*That's enough to fill Giants stadium. Piling it up in New York City, it would be twice the size of the Empire State Building. And, it's equivalent to just over one-tenth the earth removed for the Panama Canal.*



Six new overpasses were built for the interchange, which required 4,600 cubic yards of concrete ...



*That's the same amount used in the foundation for the Trump Tower in Chicago. And, it would fill one and a half Olympic-sized swimming pools.*



Contractors used a total of 82,334 tons of asphalt ... Or, nearly 3,300 trips in a 25-ton dump truck!